

The Legislators of the State of New York and the editorial fraternity of New York city have been

make a grand excursion to Niagara Falls, and the occasion of the opening of the Erie, Ontario and Syracuse direct Railroad." The New York papers are full of the most glowing accounts of what was said and done and drank at the festivity, and judging from these rose-colored reports, we should say that the law-makers and editors had a good time of it.— On the return trip, great speed was accomplished, according to the following statement of the Commercial Advertiser :

" Yesterday morning, at exactly a quarter past seven o'clock, the company started upon the return trip, a portion of them having previously left for Buffalo. The number of cars was reduced; and the baggage car dispensed with; and we started with the expectation of making the entire distance of 305 miles in seven hours and fifteen minutes; thus apportioned : from Niagara Falls to Rochester, 76 miles, 1 hour, 48 minutes; from Rochester to Syracuse, 81 miles, 1 hour, 45 minutes; from Syracuse to Utica, 63 miles, 1 hour, 15 minutes; from Utica to Schenectady, 78 miles, 1 hour, 15 minutes; and from Schenectady to Albany, 17 miles, 23 minutes. The

minutes ; on the second division, the time was exceeded by about fifteen minutes, and the whole distance was performed in seven hours and forty minutes. We believe the whole distance, six hundred and ten miles, has never been performed with equal rapidity. Nor is it desirable that it should often be. As a rule, we deprecate this headlong travel. On the occasion of the present expedition, however, it was designed to show the Legislature what was the maximum of speed that could be reached upon a long route. One stretch of 10 miles was run in nine minutes, and out of about 8 miles, at the rate of seventy six miles the hour. Not the slightest accident occurred on either trip, and the writer will not readily forget the comfort—dust excepted—with which, leaving the city of Fall River, at 10 A. M., he reached his home in this city at 10 P. M., the same day, having spent full three hours at Albany in the interim.<sup>3</sup>

✶ Louis Napoleon is evidently very much annoyed with the reception of the King of Belgium at Vienna, and the attention paid to him by the sov-

land remember the day when Prince Leopold of Saxe-Coburg became the centre of attraction at the young gentleman who was on a matrimonial visit to England. He married the heiress of the British Crown, and within a year afterwards lost both wife and child. He was offered the crown of Greece, which he refused; but when offered that of Belgium he accepted it. He has a charming and amiable daughter of Louis Philippe, and has again been left a widower. He has now governed Belgium wisely and successfully during twenty-three years of great political commotion and great breaking up of old dynasties and establishment of new ones. He has raised a talented and amiable family, and he is now with his eldest son, the Duke of Brabant, the favorite guest of the Emperor of Austria, and the honored associate of the King of Italy. He is attracting unusual attention among the political classes not only of France and Germany, but of Europe at large. His son is contracted to a princess of the House of Hapsburg, an archduchess of the Empire, and the daughter of the late Palatine

Charlotte of Belgium, is said to be the person chosen to ascend the imperial throne as wife of the Emperor of Austria, and Leopold himself will espouse; it is said, the Archduchess of Modena, the beautiful widow, Elizabeth d'Este. Whoever contemplates the probable result of these marriages, will find much which concerns the future state of Europe; and when it is remembered that Leopold is the maternal uncle of Queen Victoria of England, and the paternal uncle of Prince Albert, and that his family is closely allied to more than one other royal house of Europe, there is plenty of materials for a future history of Europe, in which the descendants of the family of Coburg will occupy many of the first positions.

From the London Times.

**The Vanderbilt Steam Yacht North Star.**

**SOUTHAMPTON, Thursday.**—The American steam yacht North Star came into the tidal basin of the Southampton docks last evening, and has been the object of general attention. Her appearance, construction, and equipment present so many novel and

opinions have been expressed as to her merits. Most of the old-fangled notions of builders of English ocean steamers are completely discarded in the North Star; and although it may be questionable whether the adoption of so much of the principle of the American lake and river boats into the uses of transatlantic steamships as in the case of the North Star is in the long run as desirable, it is certainly true that this beautiful ship is in the highest degree worthy of our admiration. On many points, particularly those in reference to her model and water-lines, are eminently calculated to convey useful hints to builders and steamship owners on this side, who have been so repeatedly and thoroughly beaten in the great race of steam navigation going on between the British and American steamships. The external appearance of the North Star, from the absence of bowsprit and figurehead, and the abrupt termination of the foremast, is, in the main, quite perpendicular, is different from that of any of the English steamers, and is certainly foreign to the ordinarily received views of ship shape appearance on this side of the water. Her model is, however, the perfection

speed at the least expenditure of motive power. The public are freely admitted on board, and the ship is exhibited by the officers with the greatest courtesy.—The fittings of the cabin are the especial theme of admiration of most of the visitors, and it is difficult to believe that any royal or imperial yacht could be supplied with greater luxuries or conveniences, or with greater taste and elegance.

With regard to the machinery, although its excellence in a mechanical point of view, is admitted by engineers, yet, as it sets aside all preconceived notions as to the desirability of working the cranks at a great elevation on deck on board ocean-going steamships, the English marine engineers seem hardly disposed to commend the adoption of this principle, foreseeing that much danger of damage and accident is incurred by having so much top-hammer on deck in heavy weather. The rigging of the ship is very slight, and comes hardly under the denomination of "jury rig," the Americans in all cases trusting to the machinery as the sole propelling power, and using sails merely for the purpose of steadying the ship in a seaway.

**THE JESUITS.**—From the Parisian miscellaneous items in the *Courier des Etats Unis*, we learn that the general congregation of the Jesuits is to meet on the 21st of June inst., and proceed to the election of a new General of the Jesuits, in the place of the reverend father Roethaan, lately deceased. The General is elected for life, and the powers with which he is clothed by the constitution, are more considerable than those conferred by any other order. Until this election takes place, the Jesuit society is governed by the reverend father Pierling, assistant to Germany, whom the reverend father Roethaan at an early stage of his sickness appointed vice-general.

**PAYING FOR LIVES.**—As the statutes of Illinois provide that Railroad companies shall pay \$5000 for every life lost on a train of cars through the carelessness or recklessness of the company or its agents, damages for the Chicago massacre will reach \$105,000 if sued out, as there were twenty-one persons killed.

"Men of honor are always in some degree men of

may, among other gifts, possess wit, as Shakespeare."

*Coleridge's Table Talk.*

Canedo, the Captain-General of Cuba, somebody writes from Isla of the Ocean, receives for his pay "something over four thousand dollars per annum!"